(b) The mine-wise coal production and sale of coal during last three years is given below:—

(Figures in thousand tonnes)

Name of Mines	1998-1999		1999-2000		2000-2001	
	Production	Sales	Production		Sales Production	Sales
CfahaJ	112.6	1138	122.5	44.2	57.5	13.3
Dharam	115.8	119.8	85.4	29.2	13.0	—
Baroud	83.7	99.6	65.2	69.9	55.6	56.8
Coal Salc.N Centre'	—	—	—	28.5	—	55.5

*Coal from the 3 mines is aiso sold from the Coal Sale Centre.

(c) Mine-wise Capital expenditure incurred in these mines till 31st March. 2001 is as under:—

	(Rs. in Lakhs)
Baroud	595.29
Chhal	1547.26
Dharam	1078.84

(d) At present, there arc no plans for expansion of these mines due to inadequate demand.

Accidents in Singareni Colliery Company Limited

1067. DR. DASARI NARAYANA RAO: Will the Minister of COAL AND MINES be pleased to state:

(a) whether accidents were reported from the operating coal mines of Andhra Pradesh belonging to Singareni Colliery Company Ltd. (SCCL) during the last three years;

(b) if so, the details thereof, year-wise;

(c) how many of them were major accidents and how many people

lost their lives therein, mine-wise and year-wise; and

(d) what steps SCCL and Government have taken to prevent accidents in coal mines of SCCL in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF COAL AND MINES (SHRI RAVI SHANKAR PRASAD): (a) and (b) Yes, Sir. The details of accidents in coal mines of Singarcni Collieries Company Limited (SCCL) in Andhra Pradesh during the last three years arc as under:—

Year	Fatal		Serious	
	Accidents	Fatalities	Accidents	Seriously Injured
1999	25	27	93	106
2000	26	33	87	90
2001	25	25	103	113

(c) The details of major accidents as well as fatalities in coal mines of SCCL during the last three years arc as under:—

Year	Major fatal ; accidents	Fatalities
1999	Nil	Nil
2000	1	5 (at No. 9 Godavarikhani Incline Mine)
2001	Nil	Nil

NOTE: Accident involving 5 or more fatalities has'been considered as a major accident.

(d) The following steps have been taken by SCCL to prevent accidents in the coal mines:—

Underground mines:

(i) Introduction of SDLs, LHDs and Continuous Miners wherever possible to replace manual loading, thus reducing the concentration of the workmen at the working place.

(ii) Adoption of Roof Bolting in all the workings in large scale for support of workings including the areas where roof has been freshly exposed.

(iii) Introduction of man-riding system for travel of workmen in mines where lengthy and arduous travelling is involved thus reducing the tendency of workmen for set riding.

(iv) Establishing travelling roadways with shortest possible route in intake air-ways with good lighting arrangement.

(v) Side bolting in the mines where the tendency for the side falls is more.

(vi) Involving scientific institutions for development of suitable support system for the workings.

Opencast mines:

(i) Constructing two way haul roads to prevent accidents of dumpers.

(ii) Constructing haul roads with mild gradient of around 1 in 20 and flatter.

(iii) Strict implementation of traffic rules.

(iv) Establishing wider benches as far as possible for smooth and safe operation of HEMM in excavation areas.

(v) Keeping optimum bench height suitable to the shovels deployed and to the prevailing strata conditions.

(vi) Introduction of good lighting arrangements at working place, haul roads and dump yards.

(vii) Providing all workmen with uniforms and helmets with flourcscent bands for identification in the dark.

(viii) Imparting intensive and practical training to contractors' workers.

(ix) Provision in the agreement with the contractors for compliance of safety rules and regulations as per statute.

General:

(1) Internal Safety Organization has been activiscd.

(2) Safety Audit has been introduced in all the mines to identify the dangers and steps have been taken to mitigate such potential dangers.

(3) To bring awareness among workmen on matters of safety, ill effects of consumption of alcohol etc., multi-departmental teams were constituted which went round all the mines to address the workmen directly.

(4) Workers involvement have been increased in safety through their participation in different fora and through training, publicity and propaganda and organising special safety drives.

(5) To recognize the good workers with best safety record on longest accident free service memento arc awarded on days of national importance like 15th August and 26th January evey year.

(6) The recommendations made at various fora such as. Conferences on Safety in mines, Standing Committees on Safety in Coal Mines. National Dust Prevention Committees, Tripartite and Bipartite Safety Review Meetings, arc being implemented.

High Powered Committee on revision of coal royalty

1068. SHRI C.P. THIRUNAVUKKARASU: Will the Minister of COAL AND MINES be pleased to state:

(a) whether Government have examined the high powered Committee report set up for coal royalty revision;

(b) if so, the details thereof;

(c) whether the views of the concerned department and Ministries have been obtained as revision of royalty;

(d) if so. the details thereof; and

(c) the Government's reaction thereto?